Amendments to the Specification:

Please replace the paragraph beginning at page 2, line 13, with the following redlined paragraph:

One advantage of the present invention is to provide a rotor blade having a rotor blade profile and a wind power installation, which involve better efficiency than hitherto. The advantage may be attained by a rotor blade having a rotor blade profile with the features as set forth ~~in one of the independent claims~~herein. Other advantageous developments are described ~~in the appendant claims~~herein.

Please replace the paragraph beginning at page 2, line 18, with the following redlined paragraph:

The specific co-ordinates of a rotor blade profile according to one embodiment of the invention are set forth in a Table 1.

Please replace the paragraph beginning at page 3, line 24, with the following redlined paragraph:

What is particularly characteristic in terms of the profile of the rotor blade 1 according to the invention is that the greatest profile thickness T is between about 25% and 40%, preferably between 32% and 36%, of the length of a rotor blade chord 9. In Figure 18, the greatest profile thickness T is about 34.6% of the length of the rotor blade chord 9. The chord 9 extends from the center 2 of the rotor blade trailing edge 3 to the foremost point 4 of the rotor blade leading edge 5. The thickness reserve TR, that is to say the location in relation to the blade length where the greatest profile thickness occurs, is between about 20% and 30% of the length of the chord, preferably between 23% and 28%, and about 25.9% in the illustrated example. The greatest thickness is ascertained perpendicularly to the chord 9 and the reserve TR is related to the rotor blade leading edge.

Please replace the paragraph beginning at page 4, line 14, with the following redlined paragraph:

The camber reserve CR in the cross-section of a rotor blade 1 is located between about 55% and 70% of the length of the chord 9, and preferably between about 59% and 63%. In the illustrated example the camber reserve CR is located at about 61.9% of the length of the

chord 9. The amount of camber ~~11~~ C at the camber reserve CR can be between about 4% and 8% of the length of the chord, and preferably between about 5% and 7% of the length of the chord. In the illustrated example, the camber "C" is about 5.87% of the length of the chord.

Please replace the paragraph beginning at page 5, line 18, with the following redlined paragraph:

As shown in Figure 1, to improve the aerodynamic shape of the rotor blade, it is of such a configuration, in the general region of the rotor blade root 15, that there it is of its greatest width W and thus the rotor blade 1 is of a trapezoidal shape (in plan) which is more or less approximated to the optimum aerodynamic shape. Preferably in the region of the rotor blade root 15, the rotor blade 1 is of such a configuration that the edge 16 of the rotor blade root 15, which is towards a pod 18 of a wind power installation (Figure 15), is adapted to the external contour of the pod cladding ~~20~~ 19 of the pod 18 in at least one angular position, for example it is adapted in such a way that a very small spacing S, for example a spacing S of between about 5 mm and 100 mm, exists between the pod cladding ~~20~~ 19 and the edge 16 of the rotor blade root 15 which is towards the wind power installation and the external contour of the pod cladding ~~20~~ 19 when the rotor blade 1 is positioned in the nominal wind position.

Please replace the paragraph beginning at page 6, line 10, with the following redlined paragraph:

In that respect the invention is based on the ~~realisation~~realization that the rotor blade shape which is common nowadays is investigated in a wind tunnel admittedly using different wind speeds but with an air flow which is always uniform. In nature, it is rare that the wind blows uniformly, but rather the wind is subject to a stochastic law. Standard rotor blade profiles, as a consequence of gusts, involve detachment of the flow precisely in the inner region of the blade near the rotor hub 17 where the blade no longer has an aerodynamically clean and optimum configuration. This flow detachment phenomena is propagated a distance along the rotor blade 1 in the direction towards the rotor blade tip. As a result, the flow can become detached from the rotor blade 1 in a bubble-shaped region and thus result in corresponding power losses. In the case of the present invention and in regard to the above-described situation, it is possible to achieve a considerable increase in power output by virtue of a rotor blade 1

which is of a clean configuration in the inner region of the rotor blade according to the embodiments of the present invention.

Please replace the paragraph beginning at page 7, line 21, with the following redlined paragraph:

As noted above, wind does not blow uniformly and statically over a given surface area region, but markedly exhibits a stochastic behavior. The low peripheral speed of the rotor blade 1 in the inner region near the rotor hub ~~19~~ 17 influences the wind speed and may cause the angle of incidence to change in that region in response to and dependant on the instantaneous wind speed. As a consequence, detachment of the flow from the rotor blade 1 can frequently occur in the inner region of the rotor blade 1.

Please replace the paragraph beginning at page 12, line 12, with the following redlined paragraph:

As can be seen from Figures 4-8, the rotor blades 1 have their greatest profile depth in the region near the hub 17 In addition, the rotor blade portions, along their respective edge profiles, are configured to substantially conform to the contour of the hub cladding ~~17~~ 19 and/or the pod cladding 21. Accordingly, at least for the position in which the rotor blade 1 assumes an angle that corresponds to wind speeds up to the nominal wind range, there may be a very small spacing relative to the pod cladding 21.